

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
FAR EAST RESIDENTS AT THE
OPTIONAL
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERSEA TRADE YEARBOOK,
8 illustrations, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

By Royal Warrant to His Majesty The King.
BOVRIL
is a true food and contains Albumen and Fibrine which go to form Blood, Bone, Brain and Muscle. Beef-teas and Meat-Extracts are stimulants only.
BOVRIL is liquid life.

No. 15,540. 號十四百五千五萬一第 日六初月正年四十三緒光 HONGKONG, FRIDAY, FEBRUARY 7TH, 1908. 五拜禮 號七月二年八零百九千一英港香 PRICE, \$3 PER MONTH.

WATSON'S
COLD CURE
TABLETS
FOR THE
SPEEDY RELIEF AND CURE OF COLD
IN THE HEAD & INFLUENZA.

A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.
ALEXANDRA BUILDINGS.
a32

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.00 per cask on Factory.
In Bags 250 lbs. net \$3.00 per bag on Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 8th October, 1907. a1898

AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 3 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. a49

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 3 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. a75

NEW CARTRIDGES.
BY Popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 888G. at \$6.97 and
\$7.50 per 100 SPORTING REQUISITES
and ALL GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 20th October, 1906. 1669

A. TACK & CO.,
25, DES VERTS ROAD, CENTRAL.
JUST ARRIVED:
A LARGE STOCK
OF
SPECIALLY SELECTED
LADIES' BOOTS AND SHOES.

DEVELOPING AND PRINTING FOR
AMATEURS CAREFULLY
UNDERTAKEN.
Hongkong, 2nd December, 1907. a1

A LING & CO.,
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. Kuhn & Komov).

FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 1691

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.
WEEK DAYS.
6.00 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
NIGHT CARS.
6.45 p.m. & 9.00 p.m. ... Every 15 minutes.
every 4 hours.
SATURDAYS.
Extra Cars at 11.00 p.m. and 11.45 p.m.
SUNDAYS.
6.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.30 a.m. ... Every 30 minutes.
10.30 a.m. to 10.50 a.m. ... Every 15 minutes.
10.50 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 9.00 p.m. ... Every 15 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. ... Every 15 minutes.
every 4 hours.
SPECIAL CARS by arrangement at (a) Com-
pany's Office, Alexandra Buildings, Des Vaux
Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. a1

PHOTO SUPPLIES.
LONG HING & CO.,
17, QUEEN'S ROAD, CENTRAL.
DEVELOPING & PRINTING
UNDERTAKEN.

LONG HING & CO.
PHOTO GOODS DEALERS.
a30
Hongkong, 14th December, 1907.

MIYASAKI & CO.,
COAL MERCHANTS.

HEAD OFFICE: Sakayamachi, Kobe, Japan.
BRANCH OFFICE: Nishinobashi, SHIMONOSEKI, Japan, and HONGKONG.
CABLE ADDRESSES:—
"MIYASAKI," applying to Head Office and Shimonoseki Branch.
"TUTAKA," applying to Hongkong Branch only.
A. B. C. 5th Edition used.

THE HEAD and BRANCH OFFICES will receive any Order for
JAPAN COALS.
Y. KUBO, MANAGER, HONGKONG,
No. 5, Queen's Road Central.
Hongkong, 27th November, 1907. a1834

CUTLER, PALMER & CO.,
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1815.

BRANDY	★★★★	Per Case	\$21.50
"	★★★		19.00
"	★★		16.00
WHISKY, PALL MALL			19.00
"	JOHN WALKER & SONS'		
"	OLD HIGHLAND		12.00
"	C. P. & CO'S SPECIAL		
"	BLEND		10.00
PORT WINE, INVALIDS			19.00
"	DOURO		13.00
SHERRY, AMOROSO			19.00
"	LA TORRE		15.25
BENEDICTINE, D.O.M.			40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.

CHAMPAGNES.



POMMERY & GRENO.
BOLLINGER & CO.
GIESLER & CO.
POL ROGER.
LANSON PERE ET FILS,
IRROY & CIE.
DUO DE MONTEBELLO.
PAUL DOMMIER & CO.

TELEPHONE No. 75.
SOLE AGENTS— **CALDBECK, MACGREGOR & CO.,**
WINE AND SPIRIT MERCHANTS, a34
15, Queen's Road Central.
Hongkong, 31st January 1908.

LANE, CRAWFORD & CO.

SPECIAL VALUE IN
"WOLSEY" UNDERWEAR
PURE WOOL, UNSHRINKABLE.

FLANNEL PYJAMAS
\$6.00 \$8.50 \$10.00 PER SUIT.

BATH ROBES. DRESSING GOWNS.
HOSIERY AND GLOVES.

LANE, CRAWFORD & CO.
Hongkong, 1st February, 1908. a32

R. F. HUME & CO.
(R. F. HUME & C. J. TYNDAL-LEA.)

TELEPHONE 331. Cable Address "HUMANITY" HONGKONG. P. O. Box 404.
Codes A.B.C. 5th Edition and Holzapfel's Private.

HOLZAPFEL'S COMPOSITION CO., LD.
(Representative R. F. HUME).
STANDARD LIFE ASSURANCE CO. LD.
ROSE BROTHERS LONDON.
THOS. FIRTH & SONS SHEFFILD.
"INTERNATIONAL" RED PROPELLER
BRAND MANILA CIGARS.
CHINA INVESTMENT CORPORATION.

SUB-AGENTS for all WINES, SPIRITS, BEER, &c.

Hongkong, 6th February, 1908. a32

"WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
FROM THE
ORIGINAL RECEIPT OF 1746.
SOLE AGENTS:
LANE, CRAWFORD & CO.
a38

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE No. 696.

Hatell's Annual, 1908	\$2.75	COLONIAL EDITIONS OF LATEST NOVELS:	\$1.75 EACH OR 3 FOR \$5.00.
Whitaker's Almanack, 1908; 70 cents &	2.00	Society Sims and the Saviour, by Rev.	Pathe Vaughan.
Who's Who, 1908	7.00	My Racing Adventures, by A. Nightingall.	
British Journal Photography Almanack		Her Convict, by Victoria Cross.	
The Awakening of China, by Martin	13.00	Anna Lombard, by Victoria Cross.	
Card and Table Games, by Hoffmann	5.50	The Leather Mask, by Ambrose Pratt.	
China Coaster's Tide Table	2.30	These Three, by Mrs. Fred Reynolds.	
RACE BOOKS; 50 cents, \$1.75 and \$2.00.		Ross Durham; Surgeon, by David Lyall.	
WALL MAPS OF CHINESE EMPIRE		The Secret Agent, by Conrad.	
AND ASIA.		Vida, by Crockett.	
RADIANT and PILOT FILES FOOLSCAP		Human Elements, by Herriott.	
AND QUARTO SIZES.		Hidden Victim, by Headon Hill.	
T SQUARES, SET SQUARES.		Malcolm, by Wyllarde.	
THE "BLICKENDORF" TYPE-		Confessions of Claude, by Turner.	
WRITER.		The Lost One, by Walton.	
THE "WELLINGTON" TYPEWRITER.		The Centipede, by Ben Boothby.	
		The Women in the Way, by Le Queux.	
		Adventures of Gerard, by Conan Doyle	AND MANY OTHERS. a31

CHAMPAGNE
G. H. MUMM & CO.,
THE MOST POPULAR WINE.

Can be had in the following qualities:—

EXTRA DRY (Gout American),
BRUT (Cordon Rouge).

SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER
BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE
AT ALL WINE MERCHANTS IN THE COLONY, AND FROM
SHEWAN, TOMES & CO., SOLE AGENTS.
Hongkong, 1st June, 1907. a79

"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD; with Maps and Illus.	\$1.50
Do. Do. Small Edition	6.00	HONGKONG WEEKLY PRESS, Half yearly vol. bound	7.50
CHILDREN OF FAR CATHAY; a Social and Political Novel, by C. J. Halscombe	3.50	FIFTY YEARS ANGLICAN CALENDAR 1858 to 1913	2.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebra- tions in 1891	1.00	RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1906	2.00
THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account	0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1883 to 1905	1.00
TEMPORARY MINING REGULA- TIONS IN CHINA	0.50	CALLED OUT for the Chang Wang's Daughter, an Anglo-Chinese Ro- mance, by Chas. J. H. Halscombe	2.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible)	1.00
HONGKONG HARBOR REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually	4.00	SKETCH OF THE WEST RIVER...	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady Smith Relief Column	1.00	PLAN OF VICTORIA	0.25
WALLACE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	" " KOWLOON	0.25
		" " PEAK	0.25

HOTELS
HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons;
Well Furnished Reception Rooms
Private Bar and Billiard Room for Hotel
Residents
Electric Lifts to each Floor.
Electric Lighting and Fans
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHAMBERS MODERATE, AND NO EXTRA.
a39 A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (at
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
Manager.
Hongkong, 24th July, 1905. a253

"KINGSOLERE,"
PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 184. "SACHSOLA."
Telegraphic Address: { A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHS.
a41

"BRAESIDE,"
PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Bedrooms, every home comfort.
Fine View of the Harbour; Terms moderate.
Telephone No. 690.
Apply to Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. a40

THE GRAND HOTEL,
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE
M. MAILLE } Proprietors.
a33

VICTORIA HOTEL.
SHAMEN-CANTON.

FIRST CLASS EUROPEAN HOTEL
On the British Consession.
Electrically Lighted.
Every Modern Comfort and Convenience at
Reasonable Rates.
Under the Personal Superintendence of
H. HAYNES, late Manager Hongkong Hotel

MACAO HOTEL.
TELEGRAMS—FARMER, MACAO,
MACAO, CHINA.

In the Centre of the Praya Grande.
Both Hotels Electrically Lighted and under
experienced European Management.
Every Comfort and Convenience for Residents
and Tourists.
a1911 WM. ARMER, Proprietor.

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness and hygiene of the place
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (a.s. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply
a216 THE MANAGER

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY.

In the oldest and still immeasurably the best
medium for Advertising among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 101, Des Vaux Road
Central, Hongkong; 137, Fleet Street, London,
or from the different Agents.
Documents translated from or into Classical
or Colloquial Chinese.

INTIMATION

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORT:

Per Doz. Per Bottle.

B.-OLD TAWNY, Red Seal Capsule	15	1.25
C.-SUPERIOR LIGHT INVALID, Black Seal Capsule (old bottled)	18	1.50
D.-VERY FINE OLD TAWNY, Superior Quality (old bottled)	25	2.10

SHERRY:

Per Doz. Per Bottle.

B.-LIGHT DRY, Green Seal Capsule	13.70	1.10
C.C.-SOLEBA, Red Seal Capsule	17.50	1.0
D.-SUPERIOR PALE DRY, White Seal Capsule	19.50	1.65
E.-FINEST PALE DRY, Natty (old bottled), Violet Capsule	25.00	2.15

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ALEXANDRA BUILDINGS.

Hongkong, 27th January, 1906.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANGE.

Orders: A.B.C. 5th St. Lighter.

P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 7TH, 1906.

Jerome K. Jerome regards his pipe as his "strongest friend," chiefly because it never tells him of his faults. Candour is conventionally included in the category of virtues, but there is candour and candour. The candid friend is notoriously friendless. Intellectual candour is rarer, less easy to produce, and there is a great need of it. The average man forms strong opinions without first thinking them out. Professor KINADON CLIFFORD in one of his essays says "it is wrong always, everywhere, and for everyone to believe anything upon insufficient evidence." Striving after candour of the intellect, striving as hard to be honest with themselves as honest with others, makes men captains of their souls. For most, however, it means a strenuous strife, a never-ending Sisyphean struggle. The lazy vice of taking things for granted is their rebounding boulder on life's activity. The other candour is too cheap, though, like many cheap things, it has its uses. It is curious to watch how different people behave when they encounter it. Well-bred people take it smiling, as when Society went to hear and enjoy Father VAUGHAN'S faminations. Ill-bred people cannot endure it, deserving or undeserving. They get cross; especially if by chance the candid optic fingers a sore spot. Occasionally it falls on ground that is not stony, and then it gives, furiously to think. At a local tiffin table yesterday a Doctor made a remark that prompted a Piece-goods Expert to say that he was surprised to find a man in his position giving expression to such opinions, &c. &c. A little heatedly the

medical man rejoined that he never pretended to be a good man, or words to the effect that he never pretended to be anything at all other than he was. One of those cantankerously candid misanthropes of Society sententiously observed that it was "pretentious to pretend to have no pretences." It was rude, but it was suggestive. It led us to look again at a new book of essays by HUBERT BLAND, from which we quoted the other day. This new writer, we remembered, is one who makes an effort in the direction of candour, candour of both sorts, the cheap and the dear. As might have been expected, we find that he is less successful when trying to be honest with himself than he is when dealing faithfully with the foibles of his public. "The question of the religious education of young children is a question which all of us, who take any interest in public affairs, have got to tackle whether we like it or not," he says, and he tackles it with a most refreshing candour, as will be seen. Yet in the same book we find the same man taking comfort in Wordsworth's line, "We live by admiration, love, and awe," and on that poetic nocturnal swimming toward the postulate that there are many occasions on which man has to reject evidence in favour of faith. On the subject of secular versus the other kind of popular education, he marvels to find "how curiously little clear, close, honest thinking had been given to it at all." This applies to an amazing number of conventions. As shareholders in Life, Limited, we are all prone to accept the hint of the Directors, and to "take it as read," and very often the things we regard as axiomatic are those that are truly most debatable. Mr. BLAND quotes a typical citizen's declaration that "to banish definite religious instruction from the elementary schools would be to bring up the rising generation to be more like devils than like men." Mr. BLAND pointed out that about half the children at school in England were receiving no definite religious instruction in the day-school: were they noticeably devilish? The other half claimed that the example of the other half saved them, as well as home influences. In this citizen's home, Mr. BLAND happened to know, "you might stay a year (if you went away for weekends) without guessing that anyone in it held any religious views at all." There were no family prayers; religion was eschewed as a topic. Each member of the family went to church once each Sunday, and that was all. Yet this citizen seemed furiously eager to give definite religious instruction to the children of the working classes, without taking any steps to give it to his own. If we all only dared to speak out fearlessly exactly what we each know! Mr. BLAND makes the effort. He casts his mind back to his own childhood.

"I did believe in ghosts with an urgent, insistent, practical belief. I expected to come across ghosts in dark corners and at the end of dark passages in our old house, and took uncommonly good care not to pass those dark corners alone, and to keep well away from the end of those dark passages. But I don't think I ever expected to come across an angel anywhere. And yet I was always being told that there were no such things as ghosts, and that angels were all about us, especially about our beds when the light was put out. Yes, looking back, I am quite sure that I never drew any comfort from the presence of those angels about my bed. I can't say I disbelieved in them, because that would have been to doubt the word of grown-up people, but in those dreadful twenty minutes after the light was out and before I fell asleep, what comforted me was the noise of talk and movement downstairs. That was real, I felt. Now, how was it, I ask myself, that while I did believe in ghouls I did not believe with a vital belief in radiant, white-winged angels? Well, I think, it was because I noticed that the grown-up people about me, my nurse and the other servants, for instance, did believe in ghouls, while none of them, so far as I could gather from their conduct, believed a single little bit in angels."

Then with regard to divine anger or sorrow over naughtiness, Mr. BLAND always found that when he had been guilty of some small offence his parents forgave him, and he reasoned therefrom that divine forgiveness was equally sure. "Small children, very small children, do reason and they reason father well." So those considerations never affected his conduct; he must have been a calculating little monster. He shared with countless other children the sympathy with the bad, unfortunate characters in the Bible stories, "used to clench my small fists whenever I thought of Elisha and those she-bears... his monstrous touchiness about his bald head!" And so on, he goes through the tragedy of the unfolding child-mind, and we can sympathise heartily, forgetting to be shocked. "One may as well speak out; if we don't tell the truth to ourselves and to each other about children we shall never get to the bottom of the religious difficulty." Quite so, and of numerous other difficulties. Look round, take up almost any question of the day, that has any vitality in it at all, and see if a plea for candour, for intellectual honesty, is not timely, not urgently to be made and earnestly weighed. Who deceives themselves

are surely the most mischievous of fiends. Because introspection in excess is morbid, perhaps, men ignore one of the most valuable clues they have to the underlying forces of conduct. Yet a determined probing in that direction, and a perfectly frank and fearless tabulation of the evidence so obtained, may sometimes throw a much needed light on external phenomena that at present seem puzzling.

The French Mail of the 7th January, was delivered in London on the 5th inst.

Sir Joseph Ward, Prime Minister of New Zealand, has been using some very strong language respecting the Suez Canal. He spoke of its "barbaric toll-bar methods," and described it as controlled by covetous people in the Old World, who allow a system of greed, avarice, selfishness, and money-grubbing to penalise every passenger and every pound of cargo between Australasia and England, and between England and Australasia. Sir Joseph Ward predicts that the Panama Canal "will bring the Suez Canal proprietary to a proper recognition of their duty to the people of Great Britain and the Colonies."

LOCAL SPORT

HO. KEY.

The Hockey Club will play the B. A. on the Club ground this afternoon at 4.45 p.m. playing in colours. Club Team—H. Beyer, Goal; T. M. Knott and C. W. Jeffries, Backs; H. V. Wilkinson, H. L. Garrett and C. B. Johnson, Forwards; R. F. Ricketts, R. O. Hutchinson, R. F. C. Master, C. P. Chatter and L. G. Bird (Capt), forwards; Reserve: T. C. Gray.

THE ROYAL HONGKONG YACHT CLUB.

Owing to the resignation of Mr. G. G. Franklin, on account of his leaving for Japan, Mr. Hedley G. White (c/o Messrs. Bleekhead & Co.) has been appointed Honorary Secretary and Honorary Treasurer to the R.H.Y.C., as from to-day (7th inst.).

The match at Kowloon is closed and any member wishing to row must proceed to the new Club House at North Point which is now open.

The date of the official opening ceremony will be advertised later.

DAIRY FARM ENTERPRISE.

The Dairy Farm Co. Ltd. landed a lot of 20 fine cows on Wednesday, shipped to them from Australia, per s.s. "Changsha." The lot is composed of breeds of pure Holstein, Holstein-Ayrshire and Holstein-Jersey, and are likely to yield a very rich quality of milk. They expect a further lot of 20 of the same class of cows by the s.s. "Taiyuan," due 4th March.

In addition to these, they received, in November last, a lot of 31 specially selected pure Ayrshire cows direct from Scotland, which have been pronounced as the best lot seen in these parts.

MESSAGE FROM THE KING OF PORTUGAL.

The following (translated) telegrams have been exchanged between the President of the Biblioteca Lusitana and the Private Secretary to His Majesty the King of Portugal:

"Biblioteca Lusitana expresses deep feelings of condolence, death King, their honours President; salute respectfully his hands His Majesty Dom Manuel II.

GUNHA.

President."

"His Majesty the King feelingly tenders thanks.

Conde d'Almeida."

TRIUMPH OF NERVE.

DR. J. J. SURGEON OPERATES IN A STORM. One of the most dramatic incidents in the history of Atlantic voyages took place during the recent passage of the Cunard liner Pannonia from the Mediterranean.

The vessel was plunging its way through a severe storm when the ship's surgeon Mr. J. F. Orr, reported to the captain that a Scottish stoker named Law, who was suffering from appendicitis, was in a critical condition, and that if the man's life were to be saved an immediate operation was necessary.

The captain at once gave the order for the pitching of the ship in the storm might make his hand slip and cause a fatal wound. The stoker who would have died within twenty-four hours, had the operation been delayed, was convalescent when the ship arrived at New York, and was expected to be able to resume his work in a few days.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Venezuela* left Singapore for this port on the 5th inst., and is due here on the 11th inst.

The Indo-China str. *Laitang* left Calcutta for this port via the Straits on 3rd inst., and may be expected here on or about 18th inst.

The I.G.M. str. *Prins Lodovik* left Genoa on the 5th inst. at 8 a.m., and may be expected here on or about the 4th prox.

The I.G.M. str. *Kleist* which left here on Sunday, the 2nd inst. at 10 a.m., arrived at Shanghai on Wednesday, the 5th inst. at 1 p.m.

The Boston str. *Shawmut* left Kobe for Moji on the 5th inst.

TELEGRAMS.

[REUTERS' SERVICE.]

PORTUGAL.

LONDON, February 4th.

Vice-Admiral Ferreira do Amaral has formed a Cabinet.

The Progressist leaders have resolved, while deploring the assassinations, to loyally support the Government provided the political prisoners are released and the measures of the Dictatorship repealed.

LATER.

Senhor Franco is apparently withdrawing from affairs entirely. The latest accounts show that the Portuguese Princes were armed with revolvers which they fired at the assassins, Prince Manuel firing four shots.

Prince Manuel, presiding at the first Council of State said, I am without knowledge and experience, but place myself in your hands, counting on your patriotism and wisdom.

GREAT BRITAIN AND THE RECENT ASSASSINATIONS.

LONDON, February 4th.

Lord Ripon in the House of Lords, and Sir Henry Campbell-Bannerman in the House of Commons, moved resolutions, after impressive speeches, expressing indignation and concern at the assassination of His Majesty's ancient ally and friend; abhorrence of the crime, and sympathy with the Portuguese Royalists and people. Both Houses passed the resolutions unanimously.

RUSSIA.

LONDON, February 4th.

The Duma passed a vote of condolence on the recent assassinations of the King and Crown Prince of Portugal; the Social Democrats and Labourites absenting themselves from the House.

The concentration of Russian troops in Finland continues.

TO FIND THE SOUTH POLE.

BRITISH EXPEDITION LEAVES NEW ZEALAND.

Wellington (N.Z.), January 1.

The steamer *Koonys*, towing the *Nimrod*, the ship of the British South Polar expedition under Lieutenant Shackleton, left Lyttelton at 5.30 this afternoon for the Antarctic, receiving an enthusiastic farewell from the townspeople.

The *Nimrod* will go down to the winter quarters of the Discovery in latitude 72.50 South. After landing a party of explorers, she will return to New Zealand in March, thus avoiding the risk of being frozen in like the *Discovery*.

In December of this year she will again sail for the Antarctic, and bring home the expedition in March 1909.

The exploring party will probably be landed at McMurdo Bay, and will try to reach the Magnetic Pole, placed by Ross 100 miles to the westward.

Their main object, however, will be to follow up the south sledge journey from the *Discovery*, which penetrated as far south as 82.17 and there found mountains ranging up to 15,000 feet in height. To make a longer journey possible, Siberian ponies have been taken to draw the sledges.

TRANS-ALPINE CANAL.

AN INTERESTING SCHEME.

Signor Pietro Cominetti, a Milanese engineer, has been engaged in studying a gigantic scheme for constructing a great canal between Genoa and Lake Ontario, across the Apennines and the Alps, passing through the Great St. Bernard Pass, and ending in the Gulf of Genoa. The project is the subject of a *Corriere della Sera* observing that the plan solves in quite a novel manner all the difficulties hitherto existing, and opens an unexpected horizon for the future of trans-Alpine navigation.

The canal will have a length of 367 miles, of which 181 miles would consist of waterways at present open. It will be tubular, and divided into sections by means of floating gates, worked on a system of guide rails, secured to the interior walls, thus enabling the boats to maintain themselves in the positions where there is the necessary depth of water.

A model of the system on a scale of one-tenth works perfectly, and experiments made with it have been completely successful, according to the opinion of competent judges. The model will shortly be on exhibition in the grounds of the Accademia del Lincei.

The inventor has already carried out important hydraulic works in South America. He says that on the proposed canal an annual traffic of 15,000,000 tons could be developed.

PRESIDENTIAL CANDIDATES.

Mr. Taft, Secretary for War, made a long speech on December 30th before the Merchants' Association at Boston. It is becoming more and more apparent that the only men who will be considered seriously as candidates by the Republican National Convention next summer are Mr. Taft and Governor Hughes. The former, it will be seen, has practically started the campaign, which will last ten months during which he will keep himself sedulously in the limelight.

Governor Hughes maintains a silence which is actually gaining friends for him all over the country. The Taft partisans would much prefer that he should start on the stump, for there would inevitably be given something to criticize, if not to attack. But neither Mr. Hughes nor his friends are inactive.

They are steadily getting hold of New York in the hope of getting this vitally important State to send a solid Hughes delegation to the National Convention. Mr. Taft and his friends are working to the same end in Ohio. It is said that Mr. Hughes will maintain his present silence until the eve of the Convention, when he will make one great oration, which will bring him into the coveted nomination.

SUPREME COURT.

Thursday, February 8th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. JUSTICE WISE (PUISSANT JUDGE).

AN UNPROFITABLE PARTNERSHIP.

W. H. Manners sued F. H. Cornell to recover the sum of \$217.50 for money due. Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) appeared for the defendant, and informed the Court that Mr. Lowe had been into the books and found in respect of the partnership transactions between the plaintiff and the defendant that there was a balance due from the plaintiff to the defendant instead of the other way about.

Plaintiff stated that he received a sum of \$200 from a man named Mathews, which he handed over to the F. H. Cornell. Mathews was repaid by plaintiff, who had his receipt. Witness was not present when Mr. Lowe went into the accounts.

His Lordship—The defendant said he used this money up in the business.

Plaintiff—Hardly, and when the things were sold I did not receive any of the money. Examined by Mr. Goldring plaintiff said he did not pay over only \$151 out of the \$200. Their business was not very successful.

Defendant was then called and stated that in May 1905 he entered into partnership relations with the plaintiff. They started business as electricians and electroplaters, witness contributing roughly about \$3000 of the capital and plaintiff \$500. The understanding was that Mr. Manners was to have a one-third share in the business which, however, was not a success, and all the capital was lost. To a certain Chinese firm in Wanchai from whom they got material Mr. Manners paid \$150 on account of his part of the capital. Defendant sent plaintiff a statement of accounts at the end of December 1905, which showed that Mr. Manners was indebted to him, but knowing at the time that he had no money witness did not press the matter.

Questioned by Mr. Manners, defendant admitted that he had said the capital was lost.

And yet you sold the business for actual cash to Wilks and Jack?—I sold a certain plant.

For how much?—\$900.

And you went to work for Wilks and Jack?—Yes.

And you have been working for them ever since?—I have.

The plant which you sold for \$900 I believe cost us \$3058?—Somewhere about that.

Have I seen these books and vouchers?—All the vouchers you have seen not once, but several times.

While these accounts were being made up, was I present?—Neither was I.

So that I've had no say in the matter. Now when you sold the business to Wilks and Jack did you receive any sanction from me?—It was sold with your knowledge.

Defendant here informed the Court that on September 1st Mr. Manners went to Mexico. On that date there was no money in the business, and they could not get any work to do. They then owed three months rent and defendant wrote and told plaintiff how things were going on. Plaintiff wrote a letter in reply (produced) in which he said, "Don't sell if you can possibly help it." At the end of September they were three months in debt for rent, owed the Gas Company for three months, and owed \$100 for wages, so that he had to accept the best offer he could get.

Plaintiff proceeded to cross-examine.

Have all the debts we owed been settled?—Since the end of September I have paid off what I could.

His Lordship—What did you do with the \$900?—Used that for paying debts.

Plaintiff—You've got here an amount due to the complainant; has that been paid?—When we closed the business we owed him \$198.40 since I have paid him \$150 in settlement.

All these accounts are paid?—All with the exception of \$68 still owing.

Mr. A. B. Lowe, chartered accountant, stated that from the books he found the balance due was the other way about, there being about \$900 due from the plaintiff to the defendant.

At the request of the plaintiff Mr. Lowe then briefly explained the accounts and showed how the amount due by the plaintiff was arrived at.

Plaintiff—I don't altogether agree with that way of book-keeping, but he is a chartered accountant—

His Lordship—I will tell you you cannot possibly succeed in this action; you should have brought a partnership action.

Plaintiff—I claim it was not a partnership.

His Lordship—But it is, and if you have any sums at all you won't go on with a partnership case for the accounts are dead against you.

Plaintiff—The account rendered to me I am showing in not correct.

His Lordship—You have shown it yet.

Plaintiff—I am showing that \$120 has not been paid.

His Lordship—Surely you don't say it is incorrect when the defendant gets \$50 knocked off in your favour?

Plaintiff—The original agreement between me was that he was to pay in the capital, and I was to get a one-third share.

His Lordship—That agreement was not carried out. You paid in \$500 by your own showing. I shall not trouble any further. Judgment and costs for defendant. I don't think I would go on with the next case if I were you.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Ozone Charmante, Last Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 6th instant in the Council Chamber.

PRESENT:

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DUNSTON LUGARD, K.C.M.G., C.B., D.S.O.

Hon. Mr. P. H. MAY, O.M.G. (Colonial Secretary).

Hon. Mr. A. M. TH

The Finance Committee. This course was adopted, however, in order to give hon. members every opportunity possible of making inquiries for whatever information they required, and also to enable the Government to ascertain in what direction information was required with a view to providing it as fully as possible. My hon. friend on the left assured members that I should be most willing to give every information in my power. I may go further and say I welcome this opportunity since one has not recently arisen to make as full a statement as possible on a subject of the whole of the railway. A certain amount of information on the question proposed by the hon. member is contained in the paper which has been placed before you. He asked for information both as to the control, finance and rate of the railway, and also as regards its history, and I will endeavour as fully as I am able to do so, to give the information on each of these heads. You will recollect that in 1895 it was decided to build the railway by means of a loan. It was not a question of whether the undertaking should be an unduly onerous one, or whether it was not a question of whether the railway would pay interest and sinking fund on the capital expended, or even if it would pay working expenses. It was a question of preserving the predominance of Hongkong. It was a question of seeing that the final outlet of the great railway of China should be at Kowloon, and not other place. I think, therefore, it was with the consent of the whole community that the decision was arrived at, a decision which I personally regard as one of the wisest. The first step to take was to make a preliminary survey, and to base upon it a preliminary estimate. The task was entrusted to an able engineer, Mr. Bruce, and I think we can say it was well done. Those of you who have any personal experience in railway construction know it is not practicable to expect that a preliminary survey shall be accurate in all its details, nor is it practicable to expect that there shall be no alterations found necessary in the alignment first laid down when it comes to be examined in detail by the constructing engineers. The estimate made by Mr. Bruce amounted to \$4,470,000 which had to be added to the estimate of the hon. the Director of Public Works for a reclamation of a section which amounted to \$385,000, which made the total \$4,855,000. This estimate included certain land resumptions and station buildings, but it did not include any provision for telegraph, fencing, and I think it included no provision for storage grounds. There also had to be added subsequently provision for double bridges. This was undertaken in consequence of clause 2 of the first loan agreement, and I think that the same is being done on the Canton section. The iron work is for a single line only. It may appear to many hon. members that if any anticipations were formed of the line going to be double in any section, those anticipations would mostly apply to the tunnel, since it would be impossible to broaden it once the lining had been completed. I am assured by the Chief Resident Engineer that two parallel single line tunnels only cost some 25 per cent more than one single double tunnel owing to the space wasted by the height and the area of excavation involved. And he tells me also that even were the line double throughout with the sole exception of the tunnel it would cause little block or delay if a signal station were at each end. I will turn to the history of the railway. The Secretary of State for the Colonies decided it should be constructed on what is known as the departmental system, through the medium of the Crown Agents. This is not the time or place for me to criticize that system. The Government that adopted it claims that it saves contractors profits; that alterations which further examination of the country, or enlarged or altered views can at any time be made without incurring the liability to contractors which would be incurred if the contract had already been signed. It gives more direct supervision of the cost to the Government, and gives it more discretion as to changes. These, gentlemen, are great advantages. The system as adopted in practice has also, however, weak points, the chief of which in my opinion is that the local Government is not in so intimately close touch with the consulting engineers and does not correspond directly with them. The Chief Resident Engineer arrived in March 1896. My predecessor in his great anxiety to push forward with the utmost possible despatch, resumed lands in the neighbourhood of Tai-po and instructed the Colonial Public Works Department to begin work at once. In November 1896 the Chief Resident Engineer on arrival, after making a detailed survey, decided to run the line from the neighbourhood of Tai-po somewhat more inland than had been arranged in Mr. Bruce's survey. The former line had run in that neighbourhood almost completely over the seabed which involved very costly bridges and some danger from heavy seas. The new alignment was conducted very carefully indeed in order to endeavour to balance the amount of cutting with the amount of earth required for reclamation. He also decided to make a small tunnel from a small hill near Tai-po instead of going round it and he succeeded, in finding a way of avoiding the dangerous point at which the maximum gradient and limiting curve were simultaneously obtained at a point overhanging a dangerous river. It was an undeniable improvement for the road, and the line was at the same time shortened. These alterations, especially the latter one, unfortunately involved an abandonment of a considerable portion of the work that the Public Works Department had been ordered to do. No land had to be resumed, old land had to be sold. A small loss was incurred on that which forms a debit in the new estimate, but I think probably the bank railway no longer required will be used for the formation of a road. There were some other minor alterations in order to avoid the costly resumption of land, and in order to facilitate the bridging of roads several roads had to be altered. Especially Tai-po Road, George Road and Des Voeux Road. In June 1897 the Chief Resident Engineer presented his estimate which amounted to \$8,000,000 or an increase of \$3,248,142. The statement which will be laid later shows an increase under each head, but I propose with your permission to endeavour to give you a clearer grasp of the general reasons of the increases in the estimates than can be obtained from a mere table of figures. In the first place, under earthwork, the Chief Resident Engineer stated that the former estimate was based on half sufficient under the rates, but it is very difficult to know exactly what Mr. Bruce had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimates. The Chief Resident Engineer says he has since his arrival been considerably reduced the rates he found were paid for earth work when he arrived in the Colony. In spite of that reduction he says he is quite confident that Mr. Bruce's line of estimate had been made for the full extent of the present estimate. In the same way, as regards bridges, these were similarly under-estimated, and too little was charged for supervision. The alterations which I have described in the alignment of the railway, I am assured, involve no extra cost whatever, and the Chief Resident Engineer says he is perfectly certain that the consulting engineers will bear him out in

this statement. The abandoning of the bank made by the Public Works Department involves a small extra debit which has to be borne in the new estimate which contains several items altogether omitted in the former, such as fencing, telegraph and storage altogether amounting I think, in the new estimate to \$111,578, and also the cost of doubling the bridges and extending the cuttings. Mr. Bruce's estimate had, as I said, the present estimate does not make provision for station buildings but includes platforms and several miles of siding more than in the original estimate. The estimate of the Director of Public Works for reclamation work remains about what it was. The quantities are practically the same although the reclamation estimated for by the Director of Public Works only extended as far as the storm water drain. It is now being extended to meet Blackhead wharf, but the extra cost involved by this extension has been made lighter by narrowing the area proclaimed, that is to say, by drawing the line a little nearer to the shore. Both the cost of this reclamation and the seawall which faces it, and also the cost of the alterations of the drains to include the earth work, the small piece of additional seawall from where the original reclamation ceased from Blackhead's wharf, involved an extra cost of \$110,000. This \$110,000 will have to be added to the existing estimate of \$8,000,000, may say with regard to this that it was not included in the estimate because it was still under discussion whether the line should be a deep seawall costing about \$75,000, or whether we should set back 150 feet, thereby reducing the cost to \$110,000. That cost has now been decided on. There remain several items not included in the other estimates in connection with the terminus, and in order to obtain a deep sea berth for a large vessel it was necessary to acquire Marine Lots 118, 119 and 120 from Messrs. Blackheads. Protracted negotiations with the owners eventually resulted in its purchase for \$615,000. The negotiations were in the hands of my hon. friend on the left, the Director of Public Works, and I think we can congratulate him on the very successful issue. The original estimate was for \$12,000. This sum, together with the \$110,000 for the seawall, are the only additions so far decided upon to the existing estimate, and brought up to \$8,725,000. It is that sum which has to be added to the stock not included in the other estimate; that is estimated at \$18,100. Hon. members will, I am sure, believe that I am most anxious to give the fullest possible information on all points, but the interests of the railway and of the Colony compel me to speak with reserve on those matters still under discussion, and which are the subject either of negotiation as regards land resumption, or may be the subject of negotiation as regards working agreements with China. You asked in the resolution before the Council to vote a sum of \$300,000 for land resumption, and another \$50,000 towards the building of stations. These matters are now being discussed, and it is as impossible for me to speak as fully and frankly as I should wish to do in the present circumstances, but no decision will be taken without full consultation with the consulting engineers and the concurrence of the Secretary of State. As regards the extent of station buildings they are to some extent dependent upon the terms of the working agreement. You were asked in the resolution to vote a sum of \$300,000 for land and \$50,000 as an adjustment towards building and equipment for the workshops. I propose to erase those figures from the resolution because I think it is extremely improbable that there will be an undertaking of anything with regard to workshops in the present year. That matter also is largely dependent upon the terms of the agreement. In the whole question of the cost of the railway I shall use my utmost endeavour to make economy in every detail, but at the same time I am sure I would not be carrying out your wishes if I confined myself to a short sighted policy. I do not think it would be in the interests of the railway, and might very seriously in the future detract from the remunerative capacity of the line. You must remember, gentlemen, that this line will be the terminal section of the main line from Peking to Kowloon, some 1500 miles long, and in these matters of station, terminus, workshops and facilities for shipping, what we are unable to realize the future of the line might be disastrous for the future interests of this Colony. We arrive then at the following figures: the present cost including the sanctioned estimate, \$8,000,000, and including the amount for rolling stock and the amount for seawall amounts to \$9,202,032. It is impossible as I said, to say what a count may be required for station buildings and land, but I think that in the neighbourhood of \$9,500,000, that should be our total liabilities in respect of the line exclusive of workshops. Out of the sanctioned estimate of \$8,000,000 we have spent a total of \$2,394,682. The papers which have been laid, and the work which has been accomplished, but I think it may be interesting if I briefly run through the work of the past year. In the matter of survey the whole has been completed, and there is a permanent saving of \$1,537. In the question of land all resumption outside Kowloon has been finished with the exception of a small piece at Shatin Valley. The estimate for the year shows an increase of \$32,816, and that of course is not necessarily a permanent increase in the whole estimates. Earthwork is \$177,030 under the estimate. The reason for this is that the very difficult piece of survey between Shatin and Tai-po which I spoke of just now when the line moved inland instead of running over the seabed, showed the earthwork in that section, and the earthwork has been extended over to the present year. It seemed unnecessary to pay higher rates in order to insure the work being done this year, for in this section there is no hurry at all, since it will be completed, therefore we will save any additional rates by carrying it to the present year. The accounts you are asked to vote in 1908 will complete the earthwork with the exception of a big reclamation for the station yard, and two banks in the neighbourhood of Tai-po and Shatin. The tunnel proceeded the estimate for last year by \$198,977. The Chief Resident Engineer explains this, firstly, because labour was more costly than had been anticipated, and secondly, a much larger quantity of explosives had been used than was expected. The reason for this is that in the first thousand yards of each face of the tunnel the material has been found to be semi-decomposed granite for which explosives are almost useless, yet it is too hard to be removed by pick and shovel. The force has got into the centre the rock comes exceedingly hard. This latter fact may not improbably be productive of considerable saving in lining the tunnel. The expenditure on the tunnel in the first year is of course exceedingly large, because there is included in it the whole cost of starting the machinery, and also depositing a considerable quantity of materials at the mouth of the tunnel. In 1897, 2242 feet out of 7150 feet of the heading had been

completed, and 465 feet of the lining, which gives an average of the heading of about 43 feet a week. Since that date, let January, we have been making very good progress and on the 26th January the figures stood 2591 feet of heading, and 555 feet of lining, and on occasions up to 100 feet have been done in a week. On the whole the progress in the tunnel was not very satisfactory. The Chief Resident Engineer gives as his reason the unforeseen difficulties which the engineers encountered, over which they had no control, and secondly the delay in supplying machinery from England, some of which did not arrive until over twelve months after order. Bridges show a saving of \$239,230 and culverts of \$22,449. The saving on all these three items are sufficient to use the same cases as that on earthwork, as I explained just now, and is due to the fact that the work has been thrown back in consequence of the Tai-po survey; and as time in this section was not important the work has been carried over to the present year. Permanent way and plant showed an increase of \$283,309. The reason for this was that it had been intended to use a metre gauge temporary line for removing earthwork off the reclamation, but as the whole of this would have to be scrapped as soon as the permanent line was completed, it was thought better to use the broad gauge line, and consequently the rails and rolling stock, and the permanent equipment of the line. Salaries, quarters, etc. increased \$53,096. This arose from an increase found necessary in the staff, and also the cost of an outbreak of malaria last summer which caused the doctors to advise that the staff quarters be built on the hills. That outbreak of malaria led to an abortive effort to drain the hills, which cost \$12,900. That now has been stopped, and in its place a regular issue of quinine has proved to be effective. This has increased the medical vote by \$5759. Horse charges have increased \$7850, and stores decreased by \$5000. Typhoon damages in the large sum of \$16,527 and was due to the typhoon of September 1906, and was not in the estimated expenditure of the year; also the sum of \$17,000 approximately is due to the same cause this year, about half of which was due to damage caused by a heavy rain storm in September last year, and the other half to Taikokkai. These charges properly come out of the 10 per cent allowed for contingencies, and I have directed the Chief Resident Engineer to debit them to the works concerned. The net result of the expenditure last year only exceeded the estimate by \$18,354. These figures generally refer to the work of 1897, and should you wish to know what conclusion they point to, and what anticipations can be formed of the final accuracy of the estimate, the Chief Resident Engineer is confident that his estimate will not be exceeded. On earthworks there was a saving of \$200,000 on the tunnel there was an excess of \$300,000 and on the other tunnels there was no excess. On the major bridges he hopes for \$50,000 and on the minor \$50,000 below his rates. He hopes to show no excess on general charges, and expects a small excess will be met by savings on other items. The next question you would probably like to have answered is, About what time will the railway be completed. If the average rate of construction hitherto maintained be kept up the heading will be completed in November 1909, and the line should be completed by May 1910. We do approximately about one-third of the tunnel a year. The heavy cutting and reclamation on this side has been by contract but not much progress so far has been made, but the standing of the firm of contractors who have taken that contract gives us every hope that they will not fail us as regards the limit of time for completion. Generally speaking I think the railway is being completed, and that we shall be economically done, and that we shall complete it in simple time to join the Canton section by the time it is completed. And I believe that the total cost will not exceed \$1,000,000 sterling. You must remember that that sum only includes the cost of the private land resumed for the railway, and does not include the cost of the Crown land assigned for railway purposes. In the course of my remarks I have alluded once or twice to the difficulties placed in my way by the fact that the Chinese section has not yet been arrived at. I am anxious to beg pardon in this matter, but you must remember the survey of the Canton section has only just been completed, and it will probably be a couple of months before the first ad is turned. The Chinese Authorities have several preliminary questions to settle with regard to the administration of the line and local control, and until those questions have been settled we are not in a position to enter into negotiations. I trust it may be so before the end of this year. I have explained now, to the best of my ability, the history of the line and the stage of construction to which we have reached. I have gone fully into the liabilities which we have incurred, and perhaps it may be of interest if I make a few remarks as to the means we intend to employ to meet those liabilities. You will remember that in the Autumn of 1905, the Government raised a loan through the Crown Agents for £1,439,933 at about 84 per cent interest, to pay a loan of £1,100,000 at 44 per cent to the railway, and the balance of £339,933 to be repaid by yearly instalments of £110,000 with interest, which we have received two, and the third is due in October next. As they have been received they have been used to finance the railway, but it is obvious from what I have said that the cost of the line will much exceed the amount of these repayments before the completion of the line. We shall consequently have to borrow from the Crown Agents and repay later from repayments received from the railway. The amount provided in the estimates for the current year a sum of £4870, as interest on this balance would mean a capital sum of about £120,000 if it were borrowed for a complete year, but as we shall not require to borrow until probably late in the year the interest provided in the estimates will really cover a very much larger sum than that I have named. We are also paying interest on sums advanced to the railway, that is to say £230,000 at 5 per cent. The interest paid to that amount amounts to £23,000 giving a total of £12,700 provided in the estimates for the current year as our total liability in respect of the interest for railway loans. We shall have spent at the end of the current year, if we do not exceed the estimate contained in the resolution before the Council, the total sum of \$6,334,081. I trust, gentlemen, that I have left no point untouched on which I could usefully give information, but if any further information is required on any point it may be raised when the resolution is taken back to the Finance Committee (applause).

NEW LAW COURT AND POST OFFICE.

Hon. Mr. OSBORNE asked the following question:—Will the Government state whether the contractors for the Law Courts and Post Office are free to push on with the work as they please; or are they instructed to keep within the limit of expenditure voted in the Estimates?

The Director of Public Works replied:—No restraint is placed upon the Contractors for the buildings mentioned, with the object of limiting the expenditure on them to the amounts voted in the Estimates. In 1904 supplementary votes were obtained to cover excess expenditure on the Law Courts and Post Office and since that year there have been large unexpended balances annually on the amounts voted for these works.

LAND OCCUPIED BY GOVERNMENT CONTRACTORS.

Hon. Mr. OSBORNE again asked:—Will the Government state (a) The terms of Sang Lee's tenancy of the ground used as a builder's yard adjoining the statue of His Majesty the King? (b) Is this yard used in connection with work on public buildings? (c) Will the Government cause this land to be laid out as a public garden as soon as Sang Lee's occupation of it can be determined?

The Director of Public Works replied:—

- (a) Payment of rent at the rate of 2 cents per square foot per annum, or \$71.20 per acre quarterly, in advance.
- (b) Certain stipulations as to matcheds or other structures which might be required by the Contractor.
- (c) Restriction of occupation to watchmen only.
- (iv) No portion of the ground to be used for any other purpose than the storage or preparation of material for the Post Office, unless the consent of the Director of Public Works be previously obtained.
- (v) No portion of the ground to be sub-let on any account.
- (vi) The whole or any portion of the ground to be given up at any time on receipt of three months' notice.
- (vii) Answered in (iv) of the above.
- (viii) It is proposed to obtain the sanction of the Secretary of State to lay out as a garden piece of ground corresponding in area to the garden of the Hongkong Bank opposite to it.

ENFORCING JUDGMENTS OUT OF THE JURISDICTION.

Hon. Mr. POLLOCK asked:—Will the Government lay upon the table all the papers connected with the proposals which have been made with a view to improve the system of enforcing judgments of the Supreme Court of this Colony in China and Mexico?

The Colonial Secretary replied:—The correspondence touching as it does relations with two Foreign Governments is for the most part confidential and cannot therefore be published. If however the Honourable Member takes a personal interest in the questions referred to he is at liberty to peruse the material portions of the correspondence in the office of the Colonial Secretary.

Hon. Mr. POLLOCK:—I don't think the hon. Colonial Secretary's answer quite deals with my question. I understand that certain proposals have been made amongst others by the Chief Justice of this Colony with reference to this question, and I don't see why these proposals should not be laid on the table.

The Colonial Treasurer:—Really, the Government's answer to the question is "no." His Excellency's answer given by the hon. Colonial Secretary I think is a complete answer to the hon. member's question.

Hon. Mr. POLLOCK:—I think not, Sir. I don't think a foreign Government's proposal. The Colonial Secretary:—The hon. member is trespassing beyond the limits. Surely he must understand that no matter from what part it emanates it involves correspondence, and the question, touching as it does the relations with a foreign government, is such that it cannot possibly be made public.

Hon. Mr. POLLOCK:—Do I understand that the Government regards it as confidential? His Excellency cannot allow any further debate on the subject.

Hon. Mr. POLLOCK:—I think the hon. Colonial Secretary's answer is not satisfactory one to my question.

The Colonial Treasurer:—Then move a resolution.

Hon. POLLOCK:—I submit the Colonial Treasurer is not in order to make that observation.

CHINESE EMIGRATION ORDINANCE.

The Attorney-General:—Sir, I rise to move the second reading of the Bill entitled An Ordinance to amend the Chinese Emigration Ordinance, 1899. The Bill is designed to remove certain restrictions at present imposed on bona fide emigrants, and to safeguard the interests of assisted emigrants as distinguished from individual emigrants. Under the existing law various classes of emigrants are accorded like treatment but it is found in practice that a regulation is required to make effective the control of contract labour and in the case of free passengers that it is unnecessary and vexatious. The main object of this Bill, Sir, is to amend the law relating to free emigrants, and I propose in committee to amend the definition so that contract and labour for hire will not be essential conditions. The Bill is comparatively simple in its form and I beg to move that it be read a second time.

The Colonial Secretary seconded.

Council then resolved itself into a committee of the whole Council to consider the Bill clause by clause.

Hon. Mr. POLLOCK spoke as to some minor alterations he thought necessary.

The Colonial Treasurer:—This drafting and wording of sections is not worth troubling the committee of the Council with. It ought to be referred to the Law Committee, and I think the hon. member should have seen that corrected before he came here.

The Colonial Treasurer:—I think the language of the Colonial Treasurer is most important and most unparliamentary.

The Colonial Treasurer:—It is quite pertinent. This point was raised quite regularly, and I am answering it.

On Council resuming the Attorney-General reported that the Bill had passed through committee with slight amendments, and it was read a second time.

The Attorney-General moved the second reading of the Bill entitled An Ordinance to facilitate the admission in evidence of statutes passed by the Legislatures of British possessions and British protectorates, including Cyprus. In doing so he said:—I may say that the Government introduced this Bill on the suggestion of the hon. learned friend on my left.

The object of the Bill is stated in the objects and reasons, and I can add nothing to them. It is to facilitate in the Courts here the admission of proof by the statute law of other British possessions.

The Colonial Secretary seconded.

Council then went into committee on the Bill, and considered it clause by clause.

On resuming the Attorney-General reported that it had passed through the committee stages with slight amendment, and it was read a second time.

The Attorney-General:—then moved the third reading of the Bill.

The Colonial Secretary seconded, and the Bill was read a third time, passed and became law.

KING EDWARD VII LIQUEUR WHISKY, WHITE LABEL.

PERFECT IN MELLOWNESS, AGE AND FLAVOUR.
RIGHT WHISKY TO TAKE, NO ILL EFFECTS.

\$15 PER CASE

BUT

WORTH MUCH MORE,

THE DISTILLERS CO., LTD.,
EDINBURGH.

SOLE AGENTS:—
H. PRICE & CO., LTD.
Telephone No. 135 WINE, SPIRIT & CIGAR MERCHANTS,
35, 12, QUEEN'S ROAD CENTRAL.

FIRE INSURANCE COMPANIES ORDINANCE.
The Attorney-General:—Sir, I rise to move the second reading of the Bill entitled An Ordinance to authorize the removal of Fire Insurance Companies from the Register of Companies in certain cases. The object of the Bill, Sir, as stated in the objects and reasons, is to give the Governor-in-Council power to strike off the register of Companies any fire insurance company proved to his satisfaction to be so unsound as to be virtually fraudulent. The matter has received the consideration of the Government, and also the Chamber of Commerce, who are agreeable to the proposal.

The Colonial Secretary seconded.

Council then went into committee on the Bill, and considered it clause by clause.

Hon. Mr. OSBORNE:—Am I in order if I ask why fire insurance companies have been taken out of this Bill. They were in when the Ordinance was drafted.

His Excellency:—They are included in a different bill.

Hon. Mr. OSBORNE:—Originally the Ordinance included fire and life insurance companies. The Colonial Secretary:—I think the hon. member is thinking of fire and marine.

The Colonial Treasurer:—The word marine was dropped before the first reading.

On Council resuming the Attorney-General reported that the Bill had passed through committee with minor alterations, and it was read a second time.

The Colonial Secretary seconded, and the Bill was read a third time, passed.

His Excellency:—Council will now adjourn until Thursday week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held at the Colonial Secretary's residence. The following resolutions were passed:—

PUBLIC WORKS EXTRAORDINARY.
The Governor recommended the Council to vote a sum of seven thousand one hundred and sixty-one dollars (\$7,161) in aid of the vote, Public Works Extraordinary, for the following items:—

Hot Water Apparatus and Baths, Government House, \$400
Queen's College Latrines and Urinals, 810
Resuming and filling in Fish Pond at Tai Po, 5,900
The Bell Tower on Blackhead's Hill, Kowloon, 45

Total, 7,161.
The Governor recommended the Council to vote a sum of Nine thousand three hundred and thirty-four Dollars (\$9,334) in aid of the vote, Public Works Extraordinary, Refund of part of Premium for the Pier opposite Mr. L. 123.

EDUCATION.
The Governor recommended the Council to vote a sum of Seven hundred and twenty Dollars (\$720) in aid of the vote, Education, Victoria British School, Personal Emoluments, Head Master, House Allowance.

MORRISONIGRAMS.

Peking, December 29th.
The Chekiang railway loan dispute still occupies attention. British history of the dispute is this. In 1905, Sheng, Director-General of Railway, taking advantage of the long time which had elapsed since the preliminary concession, granted in 1898 for the extension of the railway from Su-chow to Hang-chow and Ning-po, gave the agent of the British syndicate, who held the original concession, notice that unless work were begun within six months the concession would be cancelled. A simple reply was sent by the agent of the syndicate, but was suppressed by Sheng, who informed the Throps that no reply had been received, and by the influence of Prince Ching, the incompetent President of the Wai-wu-pu, and of his corrupt son, the President of the Board of Commerce, who has since been dismissed from office, obtained the issue of an Imperial edict on September 23, 1905, transferring the concession to a provincial company. The company admittedly has since acted in accordance with the authority granted by this edict. Recently, on October 26, the Governor, under other guidance, recognising its error of 1905, sanctioned the restoration of the concession to the original British syndicate, thus setting aside the authorization duly granted to the provincial company.

The present agitation, which is widely supported in the provinces, seeks to prevent the Central Government from breaking faith with the provincial company. The Central Government admit that the dispute is of China's own creation and that they have no grievance of any kind against the British Government, and express confidence that the dispute will be settled.

Peking, December 30th.
A number of British residents in Peking desire me to give expression to a grievance which they have against the British Postmaster-General. At present the Postmaster-General syndicate the Union rate English mails sent via Siberia to North China to the Japanese post office, which receives them at Kwang-cheng-tze, in Manchuria, and then at its own leisure forwards them to Peking, where the Japanese post office is notoriously inefficient and lacking in the requisite knowledge of English and the machinery for speedy distribution.

Every day much bitterness is expressed on account of the delay and insecurity of our English letters; yet the remedy is simple. For years that are well known, China has not yet joined the postal union, but she has concluded arrangements with France, Germany, Hong-kong, India, Natal, and other places—but not with England—by which those countries recognize Chinese stamps; so while letters bearing Chinese stamps are admitted into the union when the date is stamped by them, letters bearing Chinese stamps are not recognized directly by the British Postmaster-General.

Englishman's answer in the Daily Mail succeeded at last in flying a full circular kilometre in his aeroplane without touching the ground.

Unfortunately, the flight was not for Mr. Farman had not advised the Aero Club committee of his intention to compete for the Deutsch-Archdeacon prize of £2,000 for a circular kilometre. He had done so, as the Daily Mail writes of £200 for a circular flight of half a mile, a kilometre being five-eighths of a mile.

Since his last flight Mr. Farman has made several improvements in the machine. He has several improvements in the machine, among other things, covering the flying with canvas. He started the motor, and finding that everything worked satisfactorily he made a flight of some 500 yards at a height of about ten feet. He then alighted in the middle of the drill ground and marked out a square 500 yards each way. He then took his seat in the machine, started the motor, and with perfect ease described a complete circle within the square, at an average height of fifteen feet. During the whole of the flight he did not touch the ground.

THE ROBISON PIANO CO., LTD.

CO. LTD.

PIANOS

TUNED AND REPAIRED

BY QUALIFIED MEN AT MODERATE CHARGE.

Hongkong, 8th January, 1908.

Thus China cannot send a closed mail direct from Peking to London, nor can a closed mail be sent direct from London to Peking. As present the Chinese post office sends European letters in a closed mail via Siberia to Germany or France, and then the German or French post offices distribute the letters over Europe, China settling the transit accounts in the usual way. If the British Postmaster-General would consent to a similar arrangement it would be to the great advantage of the English in China.

The Chinese post office is admirably organized, the present director being an Englishman, Mr. Hippisley, with a European and Chinese staff of high efficiency. As I have frequently reported, no development of modern China is more astonishing than the growth of the Imperial post office. In 1901 178 offices were opened, now there are 2,670; in 10,500,000 articles were dealt with; this year the number rose to 18,000,000, while the articles and mail matter actually despatched were in 1903 31,000,000 and in 1907 60,000,000. In Peking there are 250 receiving stations and eight deliveries daily, and it is possible to send a letter weighing half an ounce from Peking to distant Yunnan for a halfpenny, while the growth of the parcel post, money order office, and distribution of newspapers is simply astonishing.

ASTRAL COLOURS FOR WOMEN'S GOWNS.

The question whether a shade suits the complexion and tones with the hair will be the chief consideration when the amateur chooses her spring and summer outfit this year. An authority claims to have discovered that the woman who would be happy, healthy, and always well dressed must robe herself in astral colours.

The idea has found favour in feminine eyes, and not only frocks, hats and ribbons, but even the colour scheme, but the beautiful astral colours are decorated to match.

The signs of the zodiac are being carefully studied and worn as jewellery, embroidered on fancy work, and engraved on toilet fittings also in the astral colours. Some ladies have gone so far as to have these curious signs engraved on their purses and card cases, handkerchiefs, and playing cards. Each month has its own astral colour, which must be adopted to correspond with the date of the lady of fashion's birthday.

The astral colours are:—
Green: January.
Pink: February.
Purple: March.
Red: April.
Blue: May.
Bronze Green: June.
Light Red: July.
Violet: August.
Deep Blue: September.
Brown: October.
Gold: November.
Grey: December.

FLYING IN A CIRCLE.

ENGLISHMAN'S answer in the Daily Mail succeeded at last in flying a full circular kilometre in his aeroplane without touching the ground.

Unfortunately, the flight was not for Mr. Farman had not advised the Aero Club committee of his intention to compete for the Deutsch-Archdeacon prize of £2,000 for a circular kilometre. He had done so, as the Daily Mail writes of £200 for a circular flight of half a mile, a kilometre being five-eighths of a mile.

Since his last flight Mr. Farman has made several improvements in the machine. He has several improvements in the machine, among other things, covering the flying with canvas. He started the motor, and finding that everything worked satisfactorily he made a flight of some 500 yards at a height of about ten feet. He then alighted in the middle of the drill ground and marked out a square 500 yards each way. He then took his seat in the machine, started the motor, and with perfect ease described a complete circle within the square, at an average height of fifteen feet. During the whole of the flight he did not touch the ground.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C. 6th Ed. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

ANY ACCOUNTS due by me to Stores and Tradesmen in the Colony must be presented for payment on or before MONDAY, the 10th inst.

T. C. GRAY.
Hongkong, 7th February, 1906. 328

THE HONGKONG GYMKHANA CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held on FRIDAY the 7th February, 1906, at the Room of the Jockey Club, Hongkong Club at 5 p.m.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.
Hongkong, 7th February, 1906. 329

GOVERNMENT BILLS.

TENDERS FOR SPECIE BRITISH and AMERICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICE, ARMY PAY DEPARTMENT, until 11 A.M. on the 7th February, 1906.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICE, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

J. T. CARTER, Lt.-Col. A.P.D.,
H.M. Treasury Chest Officer.
Hongkong, 7th February, 1906. 330

NOTICE IS HEREBY GIVEN that MORRIS JOHN CONNELL of Seattle, Washington in the United States of America has on the 13th day of September, 19, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

The words "MORNING GLORY" printed across a representation of the Japanese "RISING SUN" with the words "HARRINGTON MILLING COMPANY" on the top thereof and the words "MORNING GLORY" at the foot thereof.

The Trade Mark has been used by the applicant since 1900 in respect of the following Goods, viz:—

FLOUR in Class 42.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Under-Signed.

Dated the 6th day of February, 1906.
GOLDING HARLOW & MORRELL,
Solicitors for the Applicant.
14, Queen's Road Central,
Hongkong.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS,"
Capt. Bolmar, will leave for the above places on FRIDAY, the 14th inst., A.M.

This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewards.

For Freight or Passage, apply to SANDER, WIELER & CO.,
Princed Building,
Hongkong, 7th February, 1906. 3

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELTA,"
From BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at wharves in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex "s.s. 'Moolan'."
From Australia ex "s.s. 'Mongolia'."
From Calcutta, ex "s.s. 'Ceylon'."
From Persian Gulf ex "s.s. 'L. S. N.'"
B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives for at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 6th February, 1906. 1

NEW ADVERTISEMENTS

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL PRESENT

"THE LIARS"

An Original Comedy, in Four Acts, by HENRY ARTHUR JONES

On THURSDAY, 20th February,
FRIDAY, 21st February,
SATURDAY, 22nd February.

Doors open at 8.30 p.m. Performance at 9 p.m.

Sailors and Soldiers in uniform Half-price to Pit Stalls and Pit. Booking Office at THE ROBINSON PIANO CO., open on and after MONDAY, 10th February, 1906.
Hongkong, 7th February, 1906. 334

TO LET.

6 ROOMED HOUSE fitted with Electric Light, Central Locality.
No. 2 CHANCERY LANE.
"SHILLINGFLEET" Peak Road, SIX-ROOMED HOUSE with Fine View of Harbour.
"HARPERVILLE" Garden Road, SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central,
Hongkong, 7th February, 1906. 333

NAVIGAZIONE GENERALE ITALIANA
(Fiorio and Rabattino United Companies).

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEYANZO,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 18th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.
Hongkong, 6th February, 1906. 4

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 13th inst., 1906, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 6th February, 1906. 332

THE BANDMANN COMEDY CO.

22 LONDON ARTISTES 22

FOR ONE NIGHT ONLY

SPECIAL FAREWELL VISIT.

TO-NIGHT (FRIDAY),
7th February, 1906.

THE POWERFUL PLAY

"SUNDAY,"
From the Comedy Theatre, London.

Prices: \$3, \$2, and \$1.

Box Plan now open at
Messrs. S. MOUTRIE & CO., LD.

Hongkong, 29th January, 1906. 277

E. A. HEWETT, R.

JURORS LIST, 1906.

IT IS HEREBY NOTIFIED that pursuant to the provisions of the JURY CO. SOLIDATION ORDINANCE, 1887, I have this day caused to be posted at the chief entrances to the Court House a List of all persons ascertained by me to be liable to serve as JURORS.

The said List will remain so posted until the 15th proximo, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such notice.

ABATHROON SETH,
Registrar.
Hongkong, 31st January, 1906. 313

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from THE CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, TO-DAY (FRIDAY), the 7th February 1906, at 11 A.M., at the Police Compound, Central Police Station, A QUANTITY OF CONFISCATED GOODS AND UNCLAIMED PROPERTY.

Terms:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 6th February, 1906. 321

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of February, 1906, at 9 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND adjoining Shaikwan Inland Lot No. 410 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Lot	Locality	Boundary Measurements.	Contents in Square Feet	Annual Rent	Upset Price				
410	Adjoining Shaikwan Inland Lot No. 410.	about 1,000 sq. ft. as per plan.	1,000	18	1,214				

INTIMATIONS

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

A REGALIA DANCE will be held in the City Hall, on FRIDAY, the 7th of February. Dispensation to wear Regalia for English and Scotch Masons has been received from the District Grand Masters. No invitations to this Dance will be issued after the fifth day of February.

A launch will leave the Star Ferry Wharf at 2 A.M. to convey Kowloon residents back.

JOHN J. BLAKE,
Hon. Secretary.
Hongkong, 23rd January, 1906. 252

NOTICE IS HEREBY GIVEN that the PEAK TRAMWAYS COMPANY have submitted to the Government revised plans showing the route of the proposed New Tramway from the Queen's Road end of Battery Path via GLIMSHAW VALLEY to the PEAK. The route now proposed cuts the lower part of the North-eastern edge of the Public Gardens and then passing on level along their Western extremity, and within 100 yards of the Roman Catholic Cathedral crosses Robinson Road about 30 yards to the East of its junction with Conduit Road. Continuing upwards it passes within 120 yards of Inland Lot No. 1588 and adjoins the Peak Road opposite Inland Lot No. 1146, keeping after that to the Eastern slope of Victoria Peak.

Owners of adjacent property and the general public who may be interested in the effect of the Tramway upon the Public Gardens can inspect the plans and drawings at the Office of the Director of Public Works for a period of one month from this date between the hours of 10 A.M. and 4 P.M.

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th January, 1906. 230

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c., &c. AND All other Philatelic Goods

CALL AT—
GRACA & CO.,
Hongkong Hotel Corridor,
Hongkong, 1st January, 1906. 119

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and store perishable goods.

W. PARLANE, Manager.
Hongkong, 13th November, 1901. 48

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$750.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 26th July 1907.

NOTICES OF FIRMS

NOTICE.

MR. GUSTAV BINDER having resigned, ceased to sign our Firm's name for procuration on the 1st inst.

We have this day authorized Mr. WILHELM SCHUECHNER and Mr. FRIEDRICH WILHELM PFAFF to sign our Firm's name for procuration.

CARLOWITZ & CO.
Hongkong, China & Japan, 1st Febr., 1906.

NOTICE.

WE have this day admitted Mr. GEORGE EDWARD MORRELL into Partnership with us and the Firm's Business will from this Date be carried on under the Firm name of GOLDENING BARLOW and MORRELL.

GOLDENING & BARLOW,
Hongkong, 1st February, 1906. 334

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE Secretaryship of the CHAMBER is taken over by Mr. E. A. M. WILLIAMS from this date.

EDBERT A. HEWETT,
Chairman.
Hongkong, 1st February, 1906. 295

WANTED.

AUSTRALIAN with extensive Office experience comprising Secretarial, Legal, Banking, Insurance and General Office Work, Typing, &c., desirable POSITION.

Address—Care of "Daily Press" Office.
Hongkong, 6th February, 1906. 318

WANTED.

COMPETENT BOOKKEEPER and GENERAL OFFICE ASSISTANT.

Apply by letter—MANAGER,
"Hongkong Daily Press" Office.
Hongkong, 6th February, 1906. 319

WANTED.

COMPETENT TYPIST and SHORT HAND WRITER.

Apply by letter to—"Box 300,"
Care of "Daily Press" Office.
Hongkong, 5th February, 1906. 310

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the undersigned up to the 26th February 1906, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1906 to the 1st April, 1907, with the prospect of a permanent appointment as Secretary.

Applicants should be unmarried and residence on the Club Premises is essential.

By Order,
G. H. GRACE,
Secretary.
Hongkong, 27th January, 1906. 265

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February, 1906, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1905.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1906. 282

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 3rd to the 15th day of February, 1906 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1906. 283

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Office, Queen's Buildings, New Prince, on MONDAY, the 24th February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 30th January, 1906. 289

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions on TUESDAY, the 25th February at 12 o'clock Noon for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th instant, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 5th February, 1906. 314

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES ON PROPERTIES £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.
for 6 " 3 1/2
for 3 " 3

JOHN ARMSTRONG,
Manager.
Hongkong, 7th January, 1906. 11

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,250,000
PAID-UP £523,000
RESERVE FUND £170,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits:
For 12 months 4 per cent.
For 6 " 3 1/2 per cent.
For 3 " 3 per cent.

EVAN ORMISTON,
Manager.
Hongkong, 30th April, 1907. 23

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,500,000

BRANCHES AND AGENTS:
Tokyo, Kobe, Osaka, Lyons
Nagasaki, London, Lyons
New York, San Francisco, Honolulu
Bombay, Shanghai, Hankow
Chefoo, Tientsin, Peking
Newchwang, Dairen, Port Arthur
Amoy, Lianyung, Mukden
Tientsin, Chang Chun

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 per cent.
" 6 " 4 1/2
" 3 " 4

TAKEO TAKAMICHI,
Manager.
Hongkong, 25th September 1907. 560

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL 45,000,000 (23,750,000)
RESERVE FUND " FL 5,375,375 (2,448,000)

HEAD OFFICE: AMSTERDAM.
HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Hongkong, Samang, Sourabaya, Cheribon, Padang, Pealangan, Paseroan, Tjilatjap, Telaga, Medan (Deli), Palembang, Kota Radja, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Accounts 2 per cent. per annum on daily balance.
On Fixed Deposits 12 months 4 1/2 per cent.
" 6 do. 4 1/2 do.
" 3 do. 4 1/2 do.

J. L. VAN HOUTEN, Agent.
Hongkong, 18th November, 1907. 26

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sch. Tals 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsimtau, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:
KONIGLICHE SACHSISCHE (PREUSSISCHE) STAATSBANK, Berlin.
DIREKTION DER DISCONT-GESELLSCHAFT, Berlin.
DEUTSCHE BANK S. RHEINISCHER BANK, Berlin.
BERLINER HANDELS-GESELLSCHAFT, Berlin.
BANK LOMB. HANDEL UND INDUSTRIE, Berlin.
ROBERT WARSHAUER & CO., Berlin.
M. A. VON ROTHSCHILD & SOHN, Frankfurt a/M.
JACOB S. H. STEIN, Norddeutscher Bank in Hamburg, Hamburg.
SIL. OPPENHEIM, J. & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSELBANK, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON;
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONT-GESELLSCHAFT.

INTEREST allowed on Current Accounts, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. 24

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (21,250,000)
Subscribed Capital FL 10,000,000 (Paid up)
Reserve Fund " FL 2,112,570.98 (2178,048)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENT: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samang, Indramajoe, Banteng and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pealangan, Macassar, Pontanah, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bagkok, Saigon, Shanghai.

BANKERS:
London: THE WILLIAMS DEACONS BANK, (BYWIS BANK) VERLIN.
Paris: COMPTON NATIONAL D'ESCOMPTE DE FRANCE, PARIS.
Berlin: DEUTSCHE BANK, BERLIN.
Brussels: BANQUE DE PARIS ET DES PAYS BAS.
Vienna: UNION BANK.
Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Accounts at the Rate of 2 per

IRVILL MOTORS, LTD.



ALEXANDRIA GLASGOW

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: IRVILL, LONDON, LTD.
17, NEWBURY ST., OXFORD ST.

AGENTS IN THE EAST

COMPAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON, Calcutta; G. HENDERSON & CO., Ceylon; SYME & CO., Singapore; ROWE & CO., Rangoon; LOUIS T. LEONOWENS LTD., Bangkok.

THE ACME OF PERFECTION IN MANUFACTURE

Reliable

Remarkably smooth motion. — Noiseless change of gear.

The most comfortable and the most tasteful Design.

Adler

Automobiles

Limousins, Tonnesaus, Landaus, Landaulets, Broughams, Motor Cabs, Touring Cars, Delivery Vans, etc.

Two CYLINDER 4/8, 6/4 and 8/14, H.P.
Four CYLINDER 8/14, 10/16 and 12/20, H.P.

Ask for Catalogue.

Agents required where not represented.

Adlerwerke vorm. HEINRICH KLEYER A.G.
ESTABLISHED 1890. Frankfurt-on-the-Main. ABOUT 3,000 WORKMEN.

Automobiles, Motor Cycles, Cycles, and Typewriters.

Many of the highest distinctions at home and abroad: State Medal etc.

Milan BRAND PRIX 1906.

The Enjoyment of Life

The enjoyment of life is impossible to the man who lacks good health. It is a deficiency in vitality. For a strong, healthy body, a clear, active brain, and overflowing vitality, take Hall's Coca Wine and enjoy life to the full. It will give you health and an abundance of the energy of health. Approved for medicinal purposes by British Medical men.

Hall's Coca Wine

will enable you to ignore climatic conditions. It will stimulate your brain and nervous system and will make life an increasing pleasure.

Hall's Coca Wine is sold by all chemists and stores, in large and small bottles. Look for the red Keystone trade-mark.

Get a bottle to-day.

Hall's Coca Wine is the most marvellous restorative known to medical science—pure, potent, palatable.



TRADE MARK

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 28, at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE: Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906.

ON SALE

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 33 Years FROM 1874 to 1906.

Price: 22 CASH. On sale at the "DAILY PRESS" Office, or Local Booksellers.

MOTOR NOTES FROM HOME

(Written for the Hongkong Daily Press.)

London, 20th December.

THE SEASON OF THE YEAR.

The approaching festive season brings the cycle of the motor round to its dull and most dead period. People are more interested in raffles than in motor cars, in parties, balls and other functions. Besides, the weather is all against it. There is no more enjoyable recreation than a fast motor run on a clear, hard, frosty morning; but, up to now—at any rate about London—there has been nothing but rain, fog, drizzle and rain again; always mud. These conditions are not conducive to the "all weather" motorists take a pride in ignoring the weather. Such people are not agreeable; they are like the all-year-round cold-bath man; they annoy one by their airs of conspicuous superiority. As I write the sun is trying to shine, and my thoughts wander out to the far-off East, where motoring, under more than summer conditions, is perennial—save, perhaps, at certain odd times during the rainy season. What would some of us give to be back there again?

THE ROVER CAR.

The car of economy this week is the Rover. The Rover Company Ltd., of Coventry, have well maintained the popularity of their products during the past year, and I deal with two or three of their lower priced cars. The first is an 8 h.p. four seater, at £235, single cylinder, with three speeds (8, 16 and 24 m. per hr.) forward at a normal engine speed of 950 revolutions per minute, reverse 8 m. per hr. The crankshaft is solid, on ball-bearings; clutch metal in oil; tank carries sufficient for 100 miles; ignition, accumulators with current supply for from 500 to 600 miles; magneto, extra. The carburettor is the "Rover" automatic and is not excellent by any other type. The control, steering and brakes are of the best and most modern types. Wheels artillery; Tyres, heavy Dunlops; Rigid body with seating for four, upholstered in leather. The Rover 8 h.p. two seater, £210 is of a similar specification, with bucket seats as in the 6 h.p. at £135, with the difference that the tyres are Dunlop light car. To this latter Cape-carb light and folding wind screens are supplied at £2 extra. The same car is supplied with rigid wheels, smaller tyres and cheaper body at £165. The general colour of the Rover car is a dark and durable green, with upholstery to match. As a reliable and useful vehicle the Rover stands well with other makes of the same prices and powers.

A USEFUL LAMP.

A useful accessory for the interior lighting of cars fitted with Cape carb, or other folding hoods has been placed upon the market by the Ever Ready Electric Specialties, 102, Shaftesbury Avenue, and is retailing by most motor-car firms. This is the "Ever-ready" folding hood lamp. It is 1 3/8 in. in diameter and can be conveniently fastened to the rib of the hood which is folded back without any risk of breaking the lamp, which gives a soft but powerful light, and is very suitable where a neat but strong fitting is required.

A NEW SPORT.

One of the "night of London" at this time of year is the skidding of the motor bus. It affords an unending source of amusement and interest to relieve the monotony of dull and drizzly day. In fact to stand at a likely corner and "watch 'em skid" is becoming a kind of sport among the less industrious elements of our population. On several recent days, and all day long, there was a crowd of a couple of hundred, or more, at the top of Old Broad Street hailing with derisive cheers the blundering efforts of the motor-buses to turn the corner, and the antics of the police constable on point duty to avoid a violent and sudden death.

ACCEPTED CHALLENGES.

Mr. S. F. Edge has been "trailin' the tail" of his car before the eyes of motorists for some little time, and has, at last got some of them accepted. The Euston to Edinburgh race against time is "off." The L. and N.W. Railway will have naught of it. So Brooklands provides the obvious alternative. The President of the Metallurgique Company of Belgium has accepted the challenge in the 26 h.p. and the 40 h.p. classes, and Mr. O. Copper will drive the Metallurgique cars against Napier in both events.

THE TRAPPED WHEEL.

The average "motor-car" is usually the duller event in our Police-Court routine. It remained to the ever-cheery Magistrate of Marylebone to redeem it by a touch of his inimitable humour. A driver had fallen into a "trap" from which the victim had no chance of escape. Said Mr. Plowden, "Here are these cold-blooded officials, each with a stop watch in hand. What possible chance has the chauffeur? My heart bleeds for every thing in a trap, whether it is a chauffeur or a wassel. But there it is. There is nothing more to be said, Forty shillings." It is reported of an old gaoi bird that, on being "sent down" by Mr. Plowden, he remarked, "I'd rather get six months from 'im than a week from any other beak."

FOR THE F.M.S.

An 18-24 h.p. Fiat car has recently been supplied to the order of the Crown Agents for the Colonies for the personal use of Sir William Taylor, the Resident General in the Federated Malay States. The Fiat car is painted dark green with white lines, the upholstery being to match; and it is interesting to note that it has been built at the Fiat Company's Motor Body Building Department at Brighton. Special attention has been paid to rendering the car thoroughly suitable for tropical use; and with this object in view all four wheels are shod with Moseley Perfect Detachable tyres of uniform size, 36 by 5 inches. The car is fitted with Cape-carb hood and windscreen.

A Japanese company has lately commenced to manufacture motor-cars in a small way in Tokyo. The first vehicle was completed a few weeks ago, and it is claimed that every part

was built in Japan, with the exception of the tyres, lamps, springs and coil. The car is more on American than English lines, with a 12 h.p. engine situated about the centre of the frame under the body.

Messrs. Kats Bros. Ltd., of London, Singapore and Penang, have been appointed sole agents for Messrs. A. Darrao & Co. (1905) Ltd., for the Straits Settlements and Federated Malay States.

COST OF EUROPEAN PORTS.

AN INSTRUCTIVE INQUIRY.

There have lately been published in Brussels through the Permanent International Association of Navigation Congresses, the results of an investigation by Mr. E. L. Corthell, the American civil engineer, into the cost of European ports and their operation. In an introductory note Mr. Corthell states that in July of last year he was asked if he could give the cost of operation of half a dozen of the leading ports of Europe and the percentage of the total income of those ports which the cost of operation represented. Although he has been associated for a number of years with the development of some of the leading ports in South America and has devoted much study to all questions relating to the management of ports, Mr. Corthell was unable to furnish the desired information, and on inquiry at Washington he was informed that any quest for such data would be like "chasing the rainbow." There is difficulty not only in obtaining reliable data, but in comparing them when found, because, Mr. Corthell points out, "most, or practically all, European ports are operated by Governments or municipalities or Chambers of Commerce, not for immediate returns in the way of profits, or even to pay interest on the investments, but to minimize the cost to commerce to such an extent that the ports may be able to compete with rival ports either in the same country or other countries. Larger trade interests are more important to the authorities than the profits that might accrue from the operation of the ports themselves or even to secure a return on the investment."

DIFFICULTIES OF COMPARISON.

Notwithstanding the discouragement he received in Washington, Mr. Corthell, while on a visit to Europe in the autumn of last year, secured the assistance of M. Henri Viard, and after several months of correspondence with port authorities and study of all possible sources of information data were collected for upwards of a dozen European ports and two outside of Europe. The data cover a wide field, comprising numerous particulars of the accommodation, shipping, and financial position of the ports, the whole forming a mass of information which it is believed cannot be found in any single work. The results can best be shown in tabular form, and in the following table we have selected the figures for capital expenditure, the registered tonnage of vessels entered and cleared, gross and net revenue, and the percentage which the cost of operation forms of the gross revenue. In the case of Rotterdam the capital cost represents expenditure during the past quarter of a century, in the case of the other ports the figures collected under this head are stated to represent the cost up to various dates: ranging from the beginning of 1905 to the year 1907, and in some instances include the cost of works under construction. The annual returns are either for the year 1905, 1905-6, or 1906, except in the case of Buenos Aires, when they are for 1904. For Bristol, Antwerp, and Bombay only the tonnage of vessels entered appears to be available, and for the Tyne Ports only the tonnage of the vessels cleared, though on this point the report is somewhat contradictory. Mr. Viard regrets that it has been impossible to obtain data for several important ports; the data which he has succeeded in collecting we summarise in the figures as presented in his table, without assuming responsibility for their completeness in all cases.

Port	Cost	Ship. Tons	Gross Revenue	Net Revenue	Cost of Operation
London	£1,000	100	21,000	11,000	Percentages
Liverpool & Birkenhead	37,275	25,807	5,681	2,535	58.6
Bristol	29,495	16,118	1,726	933	46.6
Glasgow	8,500	11,295	529	287	43.8
Belfast	4,904	2,113	327	141	68.5
Hamburg	14,798	20,750	499	281	43.7
Rotterdam	2,134	8,339	187	132	19.4
Le Havre	8,080	7,743	135	91	32.1
Dunkirk	4,253	4,615	138	117	15
Bilbao	—	5,890	131	103	17.5
Antwerp	9,040	9,851	292	195	32.2
Bremer & Bremerhaven	7,835	4,554	125	90	28.8
Tyne Ports	8,448	10,924	431	285	37.6
Buenos Aires	7,309	10,425	843	547	35.2
Bombay	4,433	4,053	472	247	45.7
Marseilles	5,887	15,623	444	184	58.5
Amsterdam	7,377	6,067	—	—	—
Lisbon	1,800	11,732	100	40	6.0

* Not all the money payable out of gross revenue is on account of the normal working of the port, the actual cost of whose operation, it is stated, may be taken at 31.5 per cent. of the total revenue.

† As the gross revenue includes various subventions, it is stated that the cost of working is really 29.4 per cent. of the port revenue.

‡ If cost of dredging operations be deducted from expenditure the cost of working the port is reduced to 22 per cent. of the revenue.

LONDON AND SOME COMPETITORS.

It will be seen that though London ranks first in respect of the tonnage of vessels entered and cleared, Hamburg is not far behind, and Liverpool is not a great way behind Hamburg. Antwerp, presumably, would rank between Hamburg and Liverpool, were the tonnage of both clearances and entrances available for that port. A diagram annexed to M. Viard's report shows, indeed, that the rise of Hamburg, Liverpool, and Antwerp has been particularly rapid during the past forty years. The net revenue of a port, however, seems to bear little relation to the tonnage of its shipping. In this respect London is far ahead of all the other ports for which data are given, Liverpool, which comes second, being credited with a net revenue little more than a third of that of London. The percentage cost of operation also varies greatly. Mr. Corthell's contention that the large majority of European ports are not worked on purely commercial lines needs to be borne in mind in this connection. In summing up Mr. Corthell reaches the conclusion that a careful examination of the kinds and methods of management, and of the different classes of ports, justifies the opinion that a port well built and with a fair traffic, operated by a private company as a purely commercial and business enterprise, could be successfully maintained and operated at a cost of not over thirty per cent. of the gross revenue.

CAUTION WHEN APPROACHING BRITISH PORTS.

My Lords Commissioners of the Admiralty, having taken into consideration the fact that circumstances may arise in which it may be necessary, on account of periodical exercises, or otherwise, to forbid all entrance to the naval ports at night, this is to give notice that on approaching the shores of Great Britain, or any port of the British Empire, if searchlights are observed to be in constant operation, the naval harbours should be approached with great caution, as it may be apprehended that strict regulations may exist outside the port, or that the entrance may be altogether closed and the examination service may be in force.

In the event of relations becoming strained between this country and any naval Power, an examination service may come into force at the ports or localities in the United Kingdom, and his Majesty's possessions abroad, mentioned at the end of this notice.

Masters are warned that before attempting to enter any of these ports they must, in their own interests, strictly obey all instructions given to them by the vessels which will be charged with the duty of examining ships desiring to enter the ports, and allowing positions in which the ships shall anchor. In case of fog they should on no account attempt to enter before receiving permission from the examination officer.

The institution of an examination service at any port will never be publicly advertised, but at all times when the relations of Great Britain with foreign Powers are known to be in a state of tension, special care should be taken in approaching the ports, by day or by night, to keep a sharp look-out for the examination steamer, and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun. Under these circumstances unless they have communicated with the examination steamer and received permission to enter, the harbour, vessels must proceed to the examination anchorages marked on the Admiralty charts and anchor there.

If an entrance to a port is closed three red vertical lights by night, or three red balls by day, will be exhibited in some conspicuous position, in or near to its approach, and a "bring to" notice of this fact will be given by look-out vessels in the offing.

If the examination service is in force the examination steamer will fly a special flag (white and red horizontal surrounded by a blue border) and a blue ensign and will be distinguished at night by—

(a) When the port is closed, by three red vertical lights.

(b) When the port is open, by three white vertical lights.

This notice, attached to the ports will be as indicated with the regulations to be followed.—Gazette.

WEATHER REPORT.

On the 6th at 11.55 a.m.—The barometer has fallen rapidly over Japan owing to the depression which is moving into the Pacific to the South of Hokkaido.

The anticyclonic area is still over the continent to the North of the Upper Yangtze, and pressure has increased moderately on the China coast and in the South.

Strong monsoon may be expected in the Formosa Channel and N. and N.E. gales over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N. winds, moderate; fine.

Formosa Channel... { N.E. winds, strong.

South coast of China between Hongkong and Lamooka. { Same as No. 1.

South coast of China between Hongkong and Hainan. { N. winds, strong.

CONSTIPATION

is a common and dangerous cause of suffering, especially among women. It may arise from a variety of causes, but is most frequently due to a torpid liver. When the liver is sluggish and inactive the bowels become clogged and constipated, noxious gases are absorbed into the system, poisoning the blood and nerve centres, and producing headaches, languor, difficult breathing, sleeplessness, and general disorder of the system. Drastic purgatives may give temporary relief, but they do not remove the cause, which is—

TORPID LIVER

Your liver must be toned up, stimulated to healthy action and regular secretion of gall matter. Mother Seigel's Syrup will give you all the assistance you need and cure you of the constipation, simply by putting your liver in healthy condition.

"I have taken Mother Seigel's Syrup for over 20 years, and so have all my family; and it keeps us all well."—From Mrs. W. Smith, 4, Garden Terrace, South, near Sevenoaks, Kent. April 10, 1907.

CURED BY MOTHER

SEIGEL'S SYRUP

Mother Seigel's Syrup is now IN TABLET FORM, and sold under the name of Mother Seigel's Syrup Tablets. Price 2/6.

INTIMATIONS

S. MOUTRIE & CO., LTD.

NEW FASON'S MODELS

JUST ARRIVED

BABY GRANDS AND COTTAGE PIANOS

BY

BLUTHNER, RUD. IBACH,

RACHELS, PLEYEL,

CHAPPELL AND

ROSENKRANZ &c.

INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chester Road.

Hongkong, 13th November, 1907. 137-2

A DELIGHTFUL TONIC BEVERAGE.

"An excellent wine, with an alcoholic strength equal to good port and possessing a similar flavour and bouquet," is how the London "Lancet" describes Hall's Coca Wine. Although originally designed as a tonic wine, Hall's Coca Wine carries its active medicinal principle in such a manner as to enable it to be used as an ordinary stimulant and beverage day by day. As a rule, invalid drinks possess a heavy, nauseating flavour, but Hall's Coca Wine is extremely palatable. Taken at meal times it is agreeable, nourishing, and assuages the thirst without recourse to the copious draughts that are so detrimental to the proper assimilation of food. And every glassful means rich blood and stronger nerves. 60-9

THORNE'S OLD VAT



\$15

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILA.

A. S. WATSON & CO., LTD.

As Supplied to the House of Commons.

BETTER THAN COPAIBA

MATICO

GRIMAULT & Co. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most immediate remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copalins, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in chronic cases.

CURE FOR ASTHMA

GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, HOARSENESS, and BRONCHITIS, INFLUENZA, and DIFFICULTY in expectoration.

Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & Co. PARIS
Sold by all Chemists.

HONGKONG BUSINESS DIRECTORY.

BUSINESS AND AD.

"DAILY PRESS" OFFICE.
The only office in China giving European taught workmen found to Hongkong.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Brass, and Lead Merchants. Wholesale and Retail. Coking Irons. The four largest and best equipped Iron Works in the East. Keepers and Distributors of all kinds of Iron and Steel. 1st Street West of Queen's Road Central. Telephone No. 61.

TYPEWRITER.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. Office at the Hongkong Typewriting Bureau, 19, Queen's Road Central (First floor).

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELTA	About 7th Febr.	Freight and Passage.
LONDON VIA USUAL PORTS	PENINSULAR	Noon, 8th Febr.	See Special of C.A.D. Advertisements.
MARSEILLES, LONDON, and PALAWAN		About 12th Febr.	Freight and Passage.
ANTWERP			

For further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 1st February, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and LOILO	"SUNGKIANG"	On 7th Febr., 4 P.M.
SHANGHAI	"YU CHOW"	On 8th Febr., 4 P.M.
TSINGTAU and CHEFOO	"KWEIYANG"	On 8th Febr., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 10th Febr., 4 P.M.
NINGPO and SHANGHAI	"KWANGSE"	On 11th Febr., 4 P.M.
SHANGHAI	"KUNKIANG"	On 11th Febr., 4 P.M.
MANILA	"TEAN"	On 11th Febr., 4 P.M.
SHANGHAI	"SHAOSHING"	On 12th Febr., 4 P.M.
CEBU and LOILO	"KAIFONG"	On 15th Febr., 4 P.M.
MANILA	"TAMING"	On 18th Febr., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight and Passage, apply to—

Hongkong, 7th February, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black-Sea and Baltic Ports, and all North and South American Ports, and also via Aden or Port Said by the Company's Arabian and Persian Service, to Arabian and Persian Gulf Ports.

Also via Aden or Port Said by the Company's Arabian and Persian Service, to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 15th Febr.	FOR MARSHALLS, HAVRE & HAMBURG: S.S. SAXONIA ... 15th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: HOHENSTAUFEN ... 21st Febr.	FOR BREMEN & HAMBURG: S.S. SPEZIA ... 24th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: BELGEVIA ... 5th March	FOR MARSHALLS, PENYKOT, HAVRE & HAMBURG: S.S. RHENANIA ... 26th Febr.
	FOR HAVRE, BREMEN & HAMBURG: S.S. SLAVONIA ... 3rd March
	FOR ROTTERDAM & HAMBURG: S.S. AMBRIA ... 10th March

COAST SERVICE: S.S. KOWLOON ... FOR CHINGKIANG & WUHU On 10th February. Freight

For Further Particulars, apply to—

HONGKONG, 6th February, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOI	"JOSHIN MARU"	SUNDAY, 9th Febr., at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th February, 1908.

T. ABIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ HEINRICH"	Wed'ay 12th Febr., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GOEBEN"	About Wed'ay 12th Febr.
KUDAT and SANDAKAN	"BORNEO"	Middle of Feb.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 27th Febr., at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th February, 1908.

3

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIMAHY	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJILIWONG	JAPAN	Second half of Febr.	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor, Hongkong, 24th January, 1908.

Telephone No. 375.

18

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full Information on Application.

Head Office for the Far East: 18, DES VUEX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

VESSELS ON THE BERTH

JAVA-CHINA-JAPAN LIJN.

FOR HATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

Head Agent of the JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor, Hongkong, 5th February, 1908.

316

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE" Captain van Emmerick, will be despatched for the above Ports on or about 11th February.

For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor, Hongkong, 5th February, 1908.

317

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above SATURDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th February, 1908.

317

TOYO KISEN KAISHA, SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and LIMA, via JAPAN PORTS (Kobe and Yokohama).

With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons

"KASATO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.

Hongkong, 27th December, 1907.

30

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中 年十五

From 1st JANUARY, 1864 to 31st DECEMBER, 1913, BEING THE 50th YEAR OF THE 78th CYCLE THAT IS THE 3RD-YEAR OF TUNG CHI TO THE 39th YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

566-1

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 1st inst., at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 8.30 A.M.

All Claims must be presented before the 12th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 1st February, 1908.

5

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRASLIA"

Captain Hesse, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th February, 1908.

308

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon where each consignment will be marked by name and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 4th February, 1908.

1

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 A.M.

All claims must reach us before the 15th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 4th February, 1908.

5

S.S. "ER EST-SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

via the "Dante" and "Marian" from Bordeaux via S. P. Leroy Lallier, in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 10th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 10th inst., at 8 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 3rd February, 1908.

566-1

INSURANCES

NORTH BRITISH AND MERICAN FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906, £17,887,113.

Authorised Capital, £3,000,000

Subscribed Capital, £250,000

Paid-up Capital, £250,000

Reserve Funds, £3,587,250

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHENWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907.

1148

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents.

Hongkong, 13th August, 1906.

23

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATELAIN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

114

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.O. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 723 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 86 1/2 "

Width of Entrance on Bottom... 84 1/2 "

Water on Blocks at Spring Tide... 84 1/2 "

DOCK No. 1.

Extreme Length... 523 feet.

